

## **REMARKS**

I have carefully reviewed the Office Action of May 7, 2008 by Examiner McGowan. The Examiner's rejection of claim 24 is respectfully traversed in conjunction with the subsequent discussion of the Examiner's 35 USC 112 rejection. The Examiner's rejection of claim 1 has been overcome by appropriate amendments to claim 1 as specifically described hereafter in conjunction with the discussion of amended claim 1.

### **Amended Claim 1**

The Examiner indicated that claim 10 would be allowable if rewritten in independent form including all of the limitations of the base claim and any intervening claims. The limitations of claim 10 and of intervening claims 2 and 8 have been added to claim 1 so that amended claim 1 is an independent version of claim 10. Accordingly, claim 1 is allowable without further comment.

### **The Examiner's 112 Rejection of Claim 24 Is Traversed**

The Examiner rejected claim 24 as failing to comply with 35 USC 112, first paragraph, by noting the following:

"The second quick attachment comprising male and female couplers provided on a rear of the frame and being of like kind and size was not properly described in the specification or shown in the drawings."

Similarly, in responding to the Applicant's prior arguments on this point, the Examiner further noted:

"While the first and second attachment means are described similarly as having the same basic configuration (Paragraph [012]), nowhere in the specification is it stated that the two attachment means are identical."

The specification clearly and in detail set forth a quick attachment 22 comprising a male coupler 24 and a female coupler 40 for attaching various implements to the front of the vehicle. In addition, the specification described how the male coupler 24 was attached to the front of the vehicle by a four bar linkage 26. The Examiner agreed that this attachment means was described in detail in paragraphs [024] – [026] of the specification.

Paragraph [038] of the specification clearly states that this same attachment means could be present on the rear of the vehicle to allow various implements to also be optionally coupled to the rear of the vehicle. Paragraph [038] of the specification reads, in pertinent part, as follows:

[038] A quick attachment 22 could also be provided on the rear of vehicle 2 to allow various trailing implements to be more quickly installed on and removed from vehicle 2. For example, a box scraper used for grading dirt or the typical trailing sand grooming rake could be mounted to a female coupler 40. The rear of vehicle 2 would carry a male coupler 24. Male coupler 24 could be coupled to the rear of vehicle 2 in any suitable way including by using a four bar linkage 26. In any event, the box scraper, the sand grooming rake, or any other desired implement carried on female coupler 40 could be quickly and easily mounted to the rear of vehicle 2 by dropping female coupler 40 down over a rear mounted male coupler 24. To accommodate a rear mounted implement powered by its own hydraulic motor, a pair of quick couplers leading to the hydraulic pump on vehicle 2 could also be carried on the rear of vehicle 2 as well as on the front of vehicle 2.

"A quick attachment 22 could also be provided on the rear of vehicle 2..."

"The rear of vehicle 2 would carry a male coupler 24. Male coupler 24 could be coupled to the rear of vehicle 2 in any suitable way including by using a four bar linkage 26."

Emphasis Added)

"For example, a box scraper... or...sand grooming rake could be mounted to a female coupler 40."

"In any event, the box scraper, the sand grooming rake, or any other desired implement carried on female coupler 40 could be quickly and easily mounted to the rear of vehicle 2 by dropping female coupler 40 down over a rear mounted male coupler 24."

(Emphasis Added)

The specification could hardly be clearer in describing that the **exact same quick attachment 22** that was described for use on the front of the vehicle could also be put onto on the rear of the vehicle. The specification describes **all the same components using the same reference numbers**, namely a quick attachment 22, a male coupler 24, a four bar linkage 26, and a female coupler

40. This is significant since the Brief Description of Drawings in the specification explicitly notes that using the same reference number means referring to the same part. Note paragraph [013] of the Brief Description of Drawings which reads as follows:

[013] This invention will be described more completely in the following Detailed Description, when taken in conjunction with the following drawings, **in which like reference numerals refer to like elements throughout.**" (Emphasis Added)

Thus, there is clear support in the specification for the language used in claim 24 that "the first and second quick attachments are of like kind and size" since the specification clearly and unambiguously discloses using the same quick attachment 22 and its various component parts on both the front and rear of the vehicle. This conclusion is further bolstered by paragraph [039] of the specification as follows:

[039] If a quick attachment 22 and a pair of quick couplers were carried on the rear of vehicle 2, the previously described blower could be also be carried on the rear of vehicle 2 as well as on the front of vehicle 2. This would depend upon whether the front quick attachment 22 or the rear quick attachment 22 was used to mount blower 2.

"...the previously described blower could be also be carried on the rear of vehicle 2 as well as on the front of vehicle 2. **This would depend upon whether the front quick attachment 22 or the rear quick attachment 22 was used to mount blower 2.**" (Emphasis Added)

Previously, paragraph [035] had stated that the blower would be fixed to the female coupler 40 when used on the front of the vehicle.

Now, the specification clearly calls for the use of a blower fixed to the female coupler 40 with that same blower being usable either on a front quick attachment 22 on the front of the vehicle or a rear quick attachment 22 used on the rear of the vehicle. If the same blower mounted on the same female coupler 40 is usable both on the front and rear, that can only mean that the mating part of

the quick attachment, namely the male coupler 24, is carried both on the front and the rear and is the same size so as to mate with the female coupler 40 on the blower. The interchangeable use of the same blower both on the front and the rear of the vehicle, as clearly spelled out in the specification, is further support for the fact that the "the first and second quick attachments are of like kind and size". They have to be of like kind and size to permit such interchangeable use.

Accordingly, for all the reasons noted above, the Examiner's 35 USC 112 rejection of claim 24 is in error and should be withdrawn. Claim 24 and its dependent claim 27 are allowable.

#### **The Drawing Objections and Claims 25 and 26**

The Applicant does not agree with the 35 USC 112 rejections of claims 25 and 26 or the finding of new matter as to proposed Figs. 7-9. However, in order to narrow the remaining issues with the Examiner, claims 25 and 26 have been canceled since they only further limit claim 24. The Applicant has also complied with the Examiner's requirement that the specification be returned to its original form by deleting all references to the non-entered Figs. 7-9 from the specification. This has been done in the Amendments to the Specification contained herein.

#### **Summary**

All of the claims remaining in this application are either allowed or allowable. Prompt allowance of this application and passage to issue are respectfully requested.

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Respectfully submitted,

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